SHRI SHIVRAJ PATIL: The procedures and rules generally are identical. But they do have their different procedures and rules. Now, Sir, if it is not there we will certainly like to introduce it.

MR. CHAIRMAN: Next question. Question No. 3.

Crashes of Indian Airlines and Vayudoot aircraft

*3. SHRI SURESH KALMADI:

SHRI SUBRAMANIAN SWAMY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what were the reasons for the crashes in Indian Airlines and Vayudoot aircraft on the I9th October, 1988;

(b) whether Government are aware of the press reports regarding overuse and metal fatigue of the aircraft of these two airlines being the reasons for the crashes; if so, what is Government's reaction thereto;

(c) what is the accident record of these two airlines in International comparisons; and

(d) what steps Government propose to take so that such incidents do not occur in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) The Central Government has ordered formal investigation under Rule 75 of the Aircraft Rules appointing Courts of Inquiry for accidents involving Indian Airlines aircraft at Ahmedabad and Vayudoot aircraft at Guwahati reasons for the crashes can be known only after the enquiries into these accidents are completed.

(b) Yes. Sir. The Government is aware of these press reports. Aircraft are being used to the extent possible without compromising on safety. Indian Airlines and Vayudoot are not overusing their aircraft. Maintenance of their fleet is done according to the prescribed schedule duly approved by the regulatory authorities.

(c) A comparison of record Of fata cidents of Indian Airlines aircraft with internattional record obtained from ICAO from 1981 to 1987 is attached as statement *(see* below).

(d) Administratively, review of safety maintenance and training aspects has been initiated. Based on the findings and causes of accidents established during the formal investigation by the Court$_s$ of Inquiry, further appropriate action will be I

Statement

Year	Fatal accidents to LA. aircraft excluding third party fatalities	Rate of fatal accidents per 100 thousand take offs for Indian Airlines	Rate of Fatal accidents per 100 *thousand take offs* for all scheduled services (airlines) of JCAO contracting States.
1981.	Nil	0\ 000	0 20 0.25 0-19
1982	Nil	0.000 0	0-14 0.19
1983	Nil	000 00	0-13
1984	Nil	000	Not available
1985	Nil	0.000	
1986.	Nil	0.000	
1987.	Nil	0.000	

+ The question was actually asked on the floor of the House by Shri Suresh Kalmadi.

SHRI SURESH KALMADI: Sir, two on the 19th October shook the nation. Sir,...

SHRI JAGESH DESAI: Sir, there is a statement to be made by the Minister on the same subject today. Why do you want to allow it? Let some other question be taken up.

AN HON. MEMBER: It is a very imparts question.

MR. CHAIRMAN: That is why the question is coming. Let the question be asked first.

SHRI SURESH KALMADI: The IAC Boeing which crashed in Ahmedabad was 17 years is old. Sir, in 1985 the Boeing was dotal in average of 2600 hours, Today it is doing an average of 3300 hours. The world average for Boeing aircraft is 2700 hours. Therefore, the average Of aircraft is a little more. The number of aborted landings or emergency landings take-offs have risen from 130 in 1980 to 250 last year and more this year, e cockpit manual is not being adhered to by the pilots. They are not going: through the checks and procedures. They are becoming lethargic. The worst part is that the co-pilots are brand new. The co-pilot of this craft had only 500 hour' experience and most Of it was on ing aircraft. Such is the person who Is the co-pilot on a Boeing aircraft. It is very risky.

Coming to the accident, I would like to know whether the altimeter was defective the altimeter reading was 450 feet whereas actually it should have been showing about 180 feet. I would like to know whether the distance measuring equipment was functioning at the Ahmedabad airport. What was the visibility at the Ahmedabad airport which was communicated to the pilot? Was there heavy smog on the airfield on that day?

SHRI SHIVRAJ PATIL: We are doing t st to provide aviation facilities to our citizens. There are countries which are using the aircraft for more hours than what we are doing. Our record is something in between these two. As far as the distance measuring facility is concerned, it was available there and it was in working condition. As far as visibility is-concerned it was 200 metres. The visibility was good at the airstrip. But a little away from the airport where there was greenery, it was a little misty and the visibility was a little poor.

SHRl SURESH KALMADI: Coming to the Vayudoot crash, Sir, Vayudoot suffers from a suicidal urge to expand at a phenomenal rate. This is the basic problem of Vayudoot. The aircraft have been the worst lot. The pilots have been the worst lot and the maintenance people have been the worst lot. But they are expanding. They have covered 90 airports in the last two years. They have no navigational aids. They have no fire-fighting aids. They have no landing aids. They have no radars. These are the airports where the Vayudoot is expanding at a fast rate. They are having a running battle with the pilots. Last month, a pilot was suspended because he refused to fly an unserviceable aircraft. This is the management of Vayudoot. It is very dangerous. I would like to know whether the Commander of the aircraft, Mr. Bhogal, had complained to the Air Traffic Control, that the instrument landing system at Guwahati airport was not functional. Is it a fact? I would also like know whether the Ministry is going to conduct an inquiry into the entire working of Vayudoot. Sir, it is not that only we in Parliament complain. Every[1] newspaper and every Vayudoot passenger has been complaining. But everytime there is a complaint, this person, gets promotion. He was the General Manager. Last time we complained and he became the Managing Director. I think that after this com-plaint, he might become the Chairman of the company.

SHRI SHIVRAJ PATIL: Sir, I would request this august House and the hon. Members to understand the philosophy and the policy with which the Vayudoot was started. The main philosophy and the j policy is to provide transport facilities to those areas where railways and roadways are not available. This airline was started to meet the requirements of the North-Eastern region, Himachal Pradesh, Kashmir and other places where transport

facilities are not easily available. Why do we want to run it? If tie industries have to go to the rural areas it should be possible for those who are going to the rural areas to reach those places without any loss of time.

Now it is a fact that this organisation... *(Interruptions)* 1 am coming to your point Sir, this is a new organisation, and this organisation is in the process of establishing all the infrastructure all facilities which are required, and we shall see to it that the necessary infrastructure and the necessary facilities required to run an organisation of this kind with this kind of aims and objectives to be achieved are provided to this organisation. I do agree with the hon. Member that there have been flights and the pilots have been working and putting in their best. But this is with a view to provide the facilities to our brothers and sisters coming from the North-Eastern Region. And when it is not possible for them to reach we are doing it. And in other places also, we are doing it. But this is not the reason to compromise the safety as such. Now, we will certainly take into account the feelings expressed by the hon. Member and it will be imperative on us, it will be our duty to see that to the extent possible, in the best possible manner, we should provide all that is required for the safety.

SHRI SURESH KALMADI: What about the enquiry into the working of the Vayudoot? I have asked two questions. I asked whether the ILS was functioning. *(Interruptions)* Sir, I asked whether the ILS was functioning at the Guwahati airport.

..SHRI SHIVRAJ PATIL: Sir, this is a pertinent question. I will answer. *(Interruptions)* Dr. Swamy, I will answer your question also. Sir, about the ILS and the inquiry, I should not say that it is necessary to enquire into the working of the Vayudoot as such because its philosphy...

MR. CHAIRMAN: He has asked about the Guwahati airport.

SHRI SHIVRAJ PATIL: Sir, there are two uqestions. About the enquiry, I should say that it is not neeessary at this stage, in the actual working of it. But the Court of Inquiry has been ordered into it. As far as ILS is concerned, ILS was working. What the Pilot had complained or what he was saying was that he v. as not getting the glide slope, he was out of th:-funnel and perhaps that led to... *(Interruptions)*

SHRI SUBRAMANIAN SWAMY: Sir, the Government is headed by a person who was a pilot before, and the very minimum one expects is that expertise-would have been used to show an improvement in the Indian Airlines.

AN" HON. MEMBER: What is your question?

SHRI SUBRAMANIAN SWAMY: The question is that in view of the ramifications of these crashes whether the Government would consider setting up a Parliamentary Committee to probe into this matter.

SHRI SHIVRAJ PATIL: Sir, we have appointed two Courts of Inquiry. And both the Courts of Inquiry are headed by the High Court Judges: And they are a by Assessors also. I think, it should suffice.

SHRI DIPEN GHOSH: Mr. Chairman, Sir, these crashes are symptomatic of a national malaise. So, I agree with my Colleague, Mr. Subramanian Swamy. *(Interruptions)* But my Question is whether it is a fact that this particular aircraft which was crashed in Ahmedabad had reported four snags during the last four days before that fateful flight and it had developed a serious type Of hydraulic leak just on the previous day of this fateful flight.

SHRI SHIVRAJ PATIL: Sir. these snags do develop and we do maintain them. But t'hey were not serious snass.

श्री धीरेन्द्र वर्मा : सभापति महोदय, क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि जो दुर्भाग्यपूर्ण घटनाएं 19 अक्तूबर को हुई हैं उससे तीन दिन पूर्व मेन्टीनैंस ईंजीनियर्ज, जिन्हें कहते हैं उन्होंने यह रिपोर्ट की थी कि ठीक प्रकार से टैस्टिंग और चैकिंग नहीं हुई और उसी कारण से एक्सीडेंट हुआ ?

MR. CHAIRMAN: Question Hour is over.